



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC22LA063
Date & Time:	July 26, 2022, 09:15 Local	Registration:	N9776R
Aircraft:	De Havilland DHC2	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	2 Serious, 4 Minor, 1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled - Sightseeing		

Analysis

The pilot reported that, he was departing in the float-equipped airplane in strong gusty wind conditions. After accelerating on the water for about 3 seconds, the airplane suddenly became airborne and crabbed into the wind about 60° to 90° from the intended takeoff path and started to climb as it continued to track away from the intended flight path. As the climb continued, the airplane stalled and impacted the water in a nose low attitude which resulted in substantial damage to the wings and fuselage. The pilot reported that there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during takeoff in gusting wind conditions which resulted in the wing exceeding its critical angle of attack, a loss of control and impact with the water.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Not attained/maintained
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Initial climb	Aerodynamic stall/spin (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 28, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 18, 2022
Flight Time:	1709 hours (Total, all aircraft), 142 hours (Total, this make and model), 1623 hours (Pilot In Command, all aircraft), 251 hours (Last 90 days, all aircraft), 94 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	De Havilland	Registration:	N9776R
Model/Series:	DHC2	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1126
Landing Gear Type:	Tailwheel; Float	Seats:	7
Date/Type of Last Inspection:	July 25, 2022 100 hour	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	16072.7 Hrs as of last inspection	Engine Manufacturer:	Pratt and Whitney
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	R985 AN 14-B
Registered Owner:	Northstar Holdings LLC	Rated Power:	450 Horsepower
Operator:	Alaska Skyways Inc	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Regal Air	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PALH,82 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	227°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	13°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK	Type of Flight Plan Filed:	Company VFR
Destination:	King Salmon, AK	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	LAKE HOOD LHD	Runway Surface Type:	Water
Airport Elevation:	79 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	5400 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious, 3 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Serious, 4 Minor, 1 None	Latitude, Longitude:	61.179673,-149.96348

Administrative Information

Investigator In Charge (IIC):	Banning, David		
Additional Participating Persons:	Michael Marratt; Federal Aviation Administration ; Anchorage, AK		
Original Publish Date:	December 2, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105639		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).